Council of Historical Research the following iter

purchased by

them during the last quarter of 1986-87:—

(Rs. in lakhs)

	Number	Cost
	1	1.40
Plain-Co	6	1.25
Electronic and Microfilm		
Air-Cor	2	0.38
Roo ture	1	0.71
	1	0.28
ofa-sets, chairs etc.)		0.50

(b) No, Sir.

(c) Yes,

Broad Gauge

1446. een Hubli and WAMY Karwa WAY

SHRI M. S. GURUPADASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to construct a broad gauge line between Hubli and Karwar;

(b) whether different Ministries of Government have suggested the construction of this line in the near future, and

(c) if so, what is the total estimate of the cost to be incurred in the construction of this line?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Reappraisal survey for this rail line has been taken up to determine the financial implications.

(b) Request has been received from one Ministry for a rail link to Karwar. One of the alternatives to be examined was the suggested rail line.

(c) Rs. 193 crore.

Late running of trains

1447. DR. MOHD. HASHIM KIDWAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that most of the trains run very late during the period October 1987 to January 31, 1988;

(b) if so, what are the reasons for the late running; and

(c) what are the names of such trains which reached their destinations more than one hour after the scheduled time and by how much they were behind the scheduled times of their arrival?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The punctuality percentage of Mail/Express trains reaching their destination right time during October 1987 to January 1988 was 84.2.

(b) Main reasons for late running were foggy weather, alarm chain

pulling by miscreants, bandhs, accidents and diesel|signal equipments failures.

(c) Howrah-New Delhi Rajdhani Express, Malwa Express, A.P. Express, Kalka Mail, Neelanchal Express, Kerala Express, Tamil Nadu Express and Karnataka Express were some of the trains which reached their destination late more than 50 per cent of days on an average varying between 1'22" to 2'18"

Ticketless passengers

1448. DR. MOHD. HASHIM KIDWAI: Will the Minister of RAILWAYS be pleased to state:

(a) *Number of persons detected travelling wit*

Railway				
Central				
Eastern				
Northern				
North Eastern				
North East Frontier				
Southern				
South Central	2.81	3.44	3.54	4
South Eastern	3.56	4.08	4.26	4.36
Western	6.01	7.16	8.63	10.29
	7.42	8.18	9.08	10.08

(b) *Amount of Railway dues realised (in lakh* f Rs)

Railway	1984			1985	1986		1987	
	Fare	Excess Charge	Fai	Excess charge	Fare	Excess Charge	Fare	Excess Charge
Central	77.95	71.37	95	79.67	119.10	87.08	143.04	102.89
Eastern	41.05	62.54	56.8	80.37	75.19	104.49	82.11	116.12
Northern	58.20	50.49	50	73.11	140.46	96.14	166.90	118.93
North Eastern	13.64	24.20	7.41	28.94	22.73	31.61	29.76	45.49
Northeast Frontier	26.04	16.	29 30	13.90	41.60	15.99	42.11	17.82
Southern	38.98	2.2	50.89	41.24	68.70	42.63	77.04	51.52
South Central	63.86	57.14	90.99	45.58	106.14	50.59	108.45	53.52
South Eastern	47.6	43.99	67.22	56.64	86.55	64.12	95.25	77.65
Western	6.42	72.19	78.15	82.97	102.80	94.73	112.01	108.89